

# The Mining Journal

## RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 297.—Vol. XI.]

LONDON: SATURDAY, MAY 1, 1841.

[PRICE 6D.]

### STANNARIES OF CORNWALL. IN THE VICE-WARDEN'S COURT. MORCOM AND OTHERS v. CODNER AND OTHERS.

**WHEREAS** the Vice-Warden did, on the 10th day of April instant, order, by consent of the defendants, that a sale be made of (amongst other things) the Machinery and Materials upon and belonging to the Cudra Consolidated Mines, in the parish of St. Austell, within the said Stannaries, under the direction of the Registrar of the Court, and that the proceeds of such sale should be applied by the said Registrar in the manner directed by the decree in the above-mentioned cause.—Notice is hereby given, that pursuant to the said decree, a PUBLIC AUCTION will be held at the CUDDRA CONSOLIDATED MINES aforesaid, on Monday, the 10th May next, and following days, at Eleven o'clock in the forenoon of each day, for selling, either together or in lots, the undermentioned MINING MACHINERY, MATERIALS, and other effects—viz., 2 steam-engines, one 56-inch cylinder, with copper receiver, and two boilers of about fourteen tons each, the other a 34-inch cylinder, nearly new, with two boilers of about twelve tons each, and a warming tube fly-wheel and bob, two large and one small capstans and shears, two capstans (one 14-inch each, one 10-inch each) and 120 fathoms 7-inch, seven horse whips, ropes, and shaft tackle. The following pumps—Thirty 3-foot 14-inch, thirteen 9-foot 12-inch, nine 9-foot 11-inch, sixteen 9-foot 9-inch, eleven 9-foot 8-inch, six 9-foot 6-inch, and two 6-foot 3-inch, with working H and door pieces, plunger poles and cases, clack seats and windbores to match, about 100 fathoms of 3, 5, and 11-inch connection rods, with plates and bolts, 120 fathoms 6-inch flat-rods, with triangles and rollers and 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 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1. *Journal of the American Medical Association*, 2000; 284: 1039-1044.







**ANDREW SMITH'S PATENT WIRE ROPES**, for standing rigging, lighting conductors, strapping of blocks, mining, railway, and general purposes; about half the size and weight of hemp ropes, and 25 per cent. cheaper. Testimonials to that effect, with specimens, may be seen, and every information obtained, at the office, 74, Old Broad-street, city, 40, Princes-street, Leicester-square; or, at the office, 74, Old Broad-street, city, 40, Princes-street, Leicester-square; or, at the office, 74, Old Broad-street, city, 40, Princes-street, Leicester-square.

For, Hawley, and Hickling, New-street, Birmingham.  
Robertson and Co., 12, Green-Piazza, Liverpool.  
Matthews Dunn, Newcastle-on-Tyne.  
Joseph Rothway, Plymouth.  
John Thompson and Co., Wigan.  
J. T. Tregellas, Truro.  
Thomas Mooney and Son, Dublin.  
Croates and Young, Belfast.  
James Kibbels and Co., Glasgow.  
James Gunn, Leith.

This rope has been in use for standing rigging in her Majesty's Navy, and in a great number of merchant ships, for upwards of five years, and is giving the highest satisfaction; it is also employed in various mines and railways in different parts of the kingdom, but reference is especially made to the Blackwall Railway, where its capabilities have been most severely tested, for although it has been in use upwards of eight months, and has travelled a distance nearly equal to the circumference of the earth, it is, to all appearance, as good as when first applied.

#### MEETINGS OF SCIENTIFIC BODIES.

##### IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOURL.
Entomological	17, Old Broad-street	Monday	8 P.M.
British Architects	16, Grosvenor-street	Monday	8 P.M.
Linnean	Soho-square	Tuesday	8 P.M.
Horological	21, Regent-street	Tuesday	2 P.M.
Civil Engineers	25, Great George-street	Tuesday	8 P.M.
Architectural	25, Lincoln's Inn-fields	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	7 P.M.
Geological	Somerset House	Wednesday	8 P.M.
Royal	Somerset House	Thursday	8 P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
Zoological	28, Leicester-square	Thursday	8 P.M.
Royal Institution	Albemarle-street	Friday	8 P.M.
Botanical	20, Bedford-street, Cur.	Friday	8 P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.

#### PUBLIC COMPANIES.

COMPANY.	PLACE OF MEETING.	DAY.	HOURL.
New Zealand Company	Broad-street Buildings	May 1	11 A.M.
Hayter Granite Company	Scott's-yard, Bush-st.	May 1	11 A.M.
Gas Light and Coke Company	Crown and Anchor	May 1	11 A.M.
Cambrian Iron and Steel Company	21, Moorgate-street	May 1	11 A.M.
Anglo-Mexican Mint Company	9, New Broad-street	May 1	11 A.M.
Cheltenham & Great Western Railway	King's Head, Gloucester	May 1	11 A.M.
Wheat Wallis Mine	Clarence Hotel, Manchester	May 1	11 A.M.
Puller's Tin and Copper Mining Co.	41, Finsbury-square	May 1	11 A.M.
City of Dublin Steam-packet Co.	Office, Dublin	May 1	11 A.M.
Newport Dock Company	Office, Newport	May 1	11 A.M.
Mexican Mining Company	87, Great Winchester-street	May 1	11 A.M.
West Wallis Mining Ass'n	73, Threadneedle-street	May 1	11 A.M.
Imperial Brazilian Mining Ass'n	London Tavern	May 1	11 A.M.
Imperial Continental Gas Ass'n	7, White Hart-st., Lombard-st.	May 1	11 A.M.
Real Provincial Bank of England	112, Bishopsgate-street	May 1	11 A.M.
Provincial Bank of Ireland	47, Old Broad-street	May 1	11 A.M.
Hessell and Christy Mining Co.	Post office Hotel, Liverpool	May 1	11 A.M.
Bahia Steam Navigation Company	George and Vulture Tavern	May 1	11 A.M.
Wheat Wallis Mine	May 10	Manchester & L'pool Dist. Bk.	
Shugborough and Lambeth Ropery Co.	21, 108	London and County Bank.	
Eastern Coast of Central America	11	Office, Moorgate-street.	
London Railway and Dock Co.	104	Cocks, Biddulph, and Co.	
Rio de Acor Gold-stream Works	106	Stone, Martin, and Co.	
Cambrian Iron and Steel Co.	241	June 1	London Joint-Stock Bank.
Comml. Bank of New Orleans	4 per cent.	Reid, Irving, and Co.	May 11.
Tyrol Mining Company	17 per share	St. Mildred's court.	26.
Newsp. & Gas Light Company	17 per share	J. Matthews, Newport.	

#### NOTICES TO CORRESPONDENTS.

The communications of Mr. Lionel Brough, On the Nature and Properties of Coal of the South Wales District—Mr. J. Culham, On a Machine for Ventilating Mines—Mr. J. Budge, On Mine Surveying—Mr. A. T. J. Martin, On Boring and Blasting—together with several other interesting papers, are unavoidably postponed.

**BLACKAVON IRON AND COAL COMPANY.**—In the notice of the meeting of the proprietors of this company, inserted in the Journal of last week, Mr. Evans is reported to have said—"that a wrong impression existed in his neighbourhood," &c. It should have read—"a strong impression existed in his neighbourhood as to mismanagement," &c.

We have to acknowledge the receipt of "M. K.'s" letter with the specimens from the Bank Madoc. A reply shall be transmitted by post.

The advice of our Hamburg correspondent have come to hand—we can only wish we would take our advice. The reduction of postage may induce us to write next week, but we are anxious to have something worth while to communicate.

## THE MINING JOURNAL,

Railway and Commercial Gazette.

LONDON, MAY 1, 1841.

The lengthened report of the proceedings of the Durham County Coal Company, with the correspondence of the Bolanos Company—to which latter more than ordinary importance is to be attached at the present moment, from the circumstance of an injunction having been obtained, as noted in our last, precluding the directors from raising any sums of money under the resolutions passed at a late special general meeting—render it necessary to prescribe the space devoted to our general remarks, as also to exclude several original communications. The proceedings of the Durham County Coal Company will be found treated upon in another article as to the main points, reserving, until next week, those observations which may be prompted by Mr. MATTHIAS DUNK's report, which we hope to receive in the interim.

The considerable space devoted to the proceedings of the "Durham County Coal Company"—for the data of which we are mainly indebted to our contemporaries, the *York Courier* and *York Herald*—will at once show the importance we attach to the exposition of its affairs, while we regret that we possess not the means of descending on the doings of these "highly honourable men of the north." We thought the Talacre job had enough, and which, indeed, may yet bear away the palm, when Parliamentary or judicial inquiry be instituted into these virtuous companies; but, in the extent of plunder, the Durham County Coal Company would appear to us to stand pre-eminent—no less a sum than 370,000*l.* having been subscribed. It is not, however, to be wondered at, that so large an amount should have been called for, or got rid of, when the same named as the purchase-money for the several collieries are taken into consideration—more especially, when it is further remembered, that the vendor and purchaser were the same parties (West Cork and Talacre, ditto, repeated)—that the agent of the seller was the agent of the buyer—and, moreover, that a further "under current" has existed, of a disposal of the interest of one company to another, the directors or projectors of which, if not the agent or viewer, were the same. We regret we are not in possession of the report of Mr. M. DUNK, which would, doubtless, have let us into some secrets that do not appear in the report of the committee, of which, to say the best, is, in our opinion, somewhat meagre, judging from the facts elucidated on the examination of a Mr. FORSTER, who appears to have been not only the viewer, but also partner of a Mr. BARRETT, who is now of us (being represented as being in the north, and hence, to use an Irishism, "too far north" for his friends)—at the same time, holding the responsible office of viewer to the company.

One or two instances will be sufficient to expose the scheme, although we would, on the present occasion, rather direct attention to the report as it appears in our columns—trusting to an early opportunity presenting itself of further exposing the abuses which exist. Mr. FORSTER very candidly admits, that, in one concern (Rackymoor), he was jointly interested with Mr. BARRETT—that he (Mr. FORSTER), on the part of the Durham County Coal Company, valued the property at 30,000*l.*, which was the amount to be paid by them, the property having actually cost himself and partner (BARRETT) nothing. Again, the Gordon Colliery—in valuing this at 70,000*l.*, or thereabouts, it appears

that the viewer and valuer, in his double capacity, represented both buyer and seller, who, if not unknown to the latter, was at least not recognised by the former, in any other office than that to which he was appointed by the company, and which, it would appear (for his own admissions require no explanation, as they admit of no extenuation), he so basely abused. The circumstances, moreover, of the formation of the Northern Mining Company require some note—the projectors or directors of which glorify in the three B's, or BARRETT, BROWN, and BOTCHERRY; here we find Mr. BARRETT, not only the lessee of collieries to the Durham County Coal Company, but the vendor of the property so acquired by them. We next find him (if we understand the proceedings of the meeting correctly) again the buyer of the whole, or part, of the property, being associated with other directors or viewers of the Durham County Coal Company, and thus practising a double—perhaps we should rather say, making a twofold—profit on his schemes. This certainly beats Alderman Wood and his coadjutors. There are so many points deserving our especial notice, that we hardly know where to begin or where to leave off—for this must be one of the select companies for Parliamentary inquiry. We will, however, take one or two more which press themselves forward on our attention—the one the mode of payment of dividends—the second the manufacturing of minutes—and with these we shall close our notice for this week.

In the first place it is admitted that the dividends of 12 per cent. per annum given to the shareholders, were abstracted from the capital of the company, and did not arise from profits of the undertaking. Here, then, we would take our stand, as this being one, and, perhaps, the most important question, on which the legislature are called upon to express an opinion, and to determine on the course to be hereafter pursued. Too frequently, we apprehend, have dividends been so declared, and hence a false value attached to the shares of the company, the relative price being generally held with reference to the dividends or assumed profits, from whence such payments arise. We next approach the manufacture of minutes of meetings, and the present instance is, by no means, a singular one, as the minute book of a committee is now in our possession, in which a case equally as gross has taken place. It appears that Capt. WATTS having an appointment, and being unable to be present and take part in the proceedings at a meeting where the renowned Messrs. BARRETT, BOTCHERRY, and ALLISON were present, is made to appear as chairman of the meeting, assenting not only to the payment of 20,000*l.* on account of the purchase-money to Mr. BARRETT, if we mistake not, but also acceptances to the amount of 110,000*l.* in further payment, that gentleman distinctly declaring that he was not present, nor was he cognisant in any manner of the last-mentioned resolution, although a consenting party to the former. We have no hesitation in saying, that minutes of directors generally are a perfect farce; they are not drawn up by the chairman—they are not signed previous to his leaving the chair; and indeed boards, as in this instance, are too generally rendered the means of jobbing and injustice being done to the shareholders.

We cannot close our notice of this company, without conveying our thanks to Mr. LERMAN (a gentleman unknown to us) for the ability with which he exposed the abuses, and tore away the cloak of hypocrisy and deception—at the same time, expressing our sincere hope that the *exposé* presented through the medium of our columns may attract the notice of Mr. LABOUCHERE and Sir PETER LAURIE, to whom the public are so much indebted, for having directed attention of Government to the frauds continually practised on the public. The Durham County Coal Company will, in the course of the inquiry, find many companions, and we hope, in the projected measures for providing accommodation for those subjected to their respective terms of transportation, that the projectors of some few select undertakings will not be forgotten, as their ingenuity and talents might be turned to good account, if not too costly to the country. It is alone such rogues who prevent legitimate undertakings from prospering, or meeting that encouragement they deserve.

**THE "PRESIDENT."**—The continued absence of any intelligence tends to confirm the apprehensions entertained. There appears yet a hope left, and we fervently trust that it may be realised.

**LONDON AND WESTMINSTER MUTUAL LIFE ASSURANCE SOCIETY.**—We are requested to state, that Lord Westminster has no connection whatever with the society known by the above title—his lordship's name having been put forth without any authority from him. We have much pleasure in conveying this information to the public, as putting them on their guard from names being improperly used by way of decoy, and hope it may have the effect of averting a portion of that misery and ruin heretofore experienced by misguided people, who have misplaced their confidence in undertakings of a similar nature—the conductors of which are reckless in their attempts on public credulity, and utterly void of any feeling for the poor deluded beings whom they drive to wretchedness and starvation. Since writing the above, we find there appears to be some mistake about the formation of this society, it being represented that Lord Westminster did, some time since, consent to become patron of the London and Westminster Assurance Society, but who evidently is no longer connected therewith; really, in these times of fraud and suspicion, his lordship should have been more mindful of the interests and feelings of the gentlemen connected with the company (if honest, as we are now led to believe), before he authorised the publication of such a statement as that forwarded us.

**INSURANCE COMPANIES.**—In the House of Commons, on Monday evening, Mr. Godson said he wished to know, from the President of the Board of Trade, whether insurance companies were not included in the objects of the committee which had been appointed to inquire into the state of all joint-stock companies except banking companies?—Mr. Labouchere, in reply, said there could be no doubt whatever that insurance companies were included in the objects of the committee. In this case, the notion of which notice has been given by Mr. Godson will be rendered unnecessary.

**DEAN FOREST MINES.**—The total expenses of the Dean Forest Mining Commission, from the 27th of July, 1839, to the 18th of March, 1841, appears, from a recent parliamentary return, to have been 3163*l.* 6*s.* 3*d.*

**EXCHEQUER BILLS.**—It appears from the finance accounts just published that the total amount of sums paid for interest on Exchequer Bills in the year ending the 31st of January, 1841, was 642,997*l.*

**RAILWAYS IN IRELAND.**—From a Correspondent.—A plan has been agreed upon for the establishment of railways in Ireland, which will render any advances from the public treasury unnecessary, and that, in pursuance of this arrangement, a line of railway will shortly be commenced between Dublin and Holyrood, in the county of Tipperary, to be subsequently extended further to Limerick or Cork. English capitalists, amongst them the house of Baring and Co., are, it is stated, to advance the necessary sums, to be secured 4 per cent. interest by the counties through which the line extends. Any profits above that rate are to be divided equally between the capitalists and the counties. The whole system is to be under the immediate direction of a Government commission, and of course sanctioned by an Act of Parliament.

**LUTHERAN COAL-FIELDS.**—The Lutheran coal fields are divided into two basins by a ridge of moderate elevation, ranging north-east and south-west. The total thickness of the strata is about 1000 or 1050 fathoms (about the thickness of the Lancashire coal-field), with sandstones, shales, limestones, coal, and clay, in the proportions of 295 sandstone, 188 shale, 57 limestone, 31 coal, and 12 clay, in an ascertained thickness of 534 fathoms. The coal strata, above six inches in thickness, amount to a total of thirty-four fathoms (a much larger thickness than usual in southern coal-fields). There are between fifty and sixty coal seams, exceeding one foot in thickness; some exceeds thirteen feet. The groups of sandstone strata average about four feet thick, of shale three feet, limestone two and a half feet, coal three and a half feet, and clay three feet. The maximum thickness of the sandstone strata is 200 feet, of shale 150 feet, limestone sixty feet, clay twenty-eight feet.

#### ORIGINAL CORRESPONDENCE.

##### ANTHRACITE COAL.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Pray what is doing in the anthracite districts of South Wales? Is the Anthracite Association defunct? It is some time since I visited that part of the country. I make many anxious inquiries, but the replies are conflicting and contradictory. It appears that Mr. Crane, of Yniscedwin, has made no advance whatever upon what he had effected four years ago; in fact, that he has rather retrograded. That the Ystalyfera Company are certainly smelting with stone coal, but working at an extravagant rate—the produce of their furnace fluctuating both as to quantity and quality; the company in the Neath Valley being much in the same state as the Ystalyfera. I am told Mr. Player, of the Gwent-draeth Company, is smelting at Colebrook with cold-blast, using nothing but anthracite. Some parties represent his success as most complete—others give but a poor account of the result. I trust that gentleman will, after ample time being allowed for maturing his plans, give the public some information through the medium of your excellent Journal.

Excuse me, Sir, for troubling you with so many queries. What is the Anthracite Patent Company about? Is their steam-boat, the *Andracite*, plying still on the Thames? Are any steamers likely to adopt the plan? I assure you I have weighty reasons for making these various inquiries upon a subject which causes me much anxiety, and I trust some of your numerous readers and correspondents may be able to give a satisfactory reply.

Liverpool, April 26.

[We have reason to believe that our Liverpool "Observer" is wrong in his conclusions. We recommend him to make personal inquiries, and not take for matter of fact replies to his queries. A late visit to South Wales satisfies us on this point. We believe Mr. Crane to be now making 50 per cent. more iron from his furnaces than formerly, which, assuredly, is not a retrograde movement. We do not like our correspondents indulging in assertions—will they give us figures as matter-of-fact argument? We shall be well pleased to have information on Mr. Player's experiment of the use of stone coal with cold-blast. As to the Anthracite Patent Company, we do not think they have spirit enough to warrant us in expecting them to succeed, or they would have exercised more zeal and enterprise than they have hitherto evinced.]

##### QUESTION OF ROYALTY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In the next impression of your valuable Journal, will you do me the favour to state if potters' clay, or brick clay, when five or six feet under the surface, is legally considered what is termed a "royalty?" as some of a very superior quality has lately been discovered on my estate, in the north of Ireland, but the tenant in possession of the farm under which it lies disputes my right to work it, although all royalties are duly reserved to me in his lease, so, before I reluctantly go to law, I wish to be favoured with your opinion, which I can assure you, without flattery, is held in very high estimation by many on this side of the water.

I am, Sir, your's, &c.,

AN IRISHMAN.

Dublin, April 27.

[If under the leases granted by "An Irishman" he reserves the royalty on all minerals, marble stone, marl, clay, &c., there can be no question as to his right, whether the clay be six or sixty feet under surface. A clay pit, we need hardly say, is not a mine work, but in either case may be worked from surface.]

##### MECHANICAL SOLUTION OF MINING PROBLEMS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—You have appropriated a large space in the Journal of the 24th inst. very uselessly, by reprinting Mr. Barr's gridiron, and the explanations which accompany it; and, in doing so, you appear to attach an importance to it which it does not in the least degree merit. No miner who knew anything of the four first rules of arithmetic would dream of making such an instrument for such a purpose, as he could ascertain, by a more simple process, everything that this piece of card, divided and subdivided, could inform him, in less time than would be required to rule a sufficient number of lines to divide it accurately into the nine large squares. For example—the lode underlies two and a half feet in a fathom, and a perpendicular shaft is to be sunk from the surface to intersect that lode at the depth of 200 fathoms—at what distance from the back of the lode must that shaft be placed?—Multiply the 200 fathoms (the depth of the intended shaft) by 2½, the underlie of the lode—this will produce 500; divide this by 6, and it will produce 83 fms. 2 ft. as the distance at which the shaft must be placed from the back of the lode. From the fifty fathom level there will be 150 fathoms to sink, which, multiplied by 2½, and divided by 6, as before, will produce 62 fms. 3 ft. as the length that the cross-cut at that level must be driven to reach the shaft, and so on for the other levels. I am inclined to think that no great advantage is likely to arise either from the adoption of this instrument nor by the introduction of "John Budge's" mode of underground surveying, as neither of them is calculated to simplify the present extremely simple methods they are intended to supersede.

I am, Sir, your's, respectfully,

London, April 26.

SIMPLICITY.

[We think our correspondent not quite so simple as his assumed cognomen would imply. Our object is to give insertion to the opinions of others, without taking upon ourselves to determine who is right or wrong on questions of a scientific nature, and where practical illustrations from practical men are most useful. We are glad to find that "Simplicity" has availed himself of Mr. Barr's gridiron whereas to have a grid, which will, we hope, be enjoyed by our readers.]

##### APPLICATION OF FANNERS TO BLAST-FURNACES.

The following remarks on the attempted application of "fanners" in blast-furnaces, are translated from *L'Ancre*, a paper devoted to metallurgy; the writer is M. Deniset, sen.—A journal recently announced that M. Fairbairn, an engineer and machinist at Manchester, had proposed to the masters of the English forges to superintend some experiments on the efficacy of fanners for the fusion of ores of iron in blast-furnaces. We know that fanners have been used for a considerable time in France and England for smelting cast-iron. Nearly all the masters of the forges who had heard of the great advantages resulting from the fanners, did not consider these advantages should be put in competition with the inconveniences attending them. Adopting the opinion of the inventor, M. Fairbairn, they believed that the efficacy of this inflating machine consisted in the quantity of air that it supplied, and not in the force of that air. Now, as the temperature can only be increased according to the pressure by which the air is forced out, it follows that it is not necessary to force out a great deal of air, but to force it out quickly, under a given pressure. The result, then, is that not only do these fanners consume as much coal as other inflators, but they require, all other things being equal, a much greater power to keep them in motion—they are in constant need of repair, and, besides this, they require a large supply of oil. Thus, we are now convinced, that all masters of forges who have made use of ventilators, and have continued to use them for some time as a satisfaction to their *amour propre*, are well pleased at last to lay aside a machine which was attended with great expense, and which, in our opinion, was a very useless one.

We do not contest the point, that fanners possess the power of smelting iron, but we boldly contest their power of reducing the metal from the crude ore. Not only would the fanners require considerably more moving power and much more keeping in repair, they would consume a great deal of fuel; but the temperature would not be sufficiently high to reduce ores that were refractory. If pressure were not required to raise the heat of the hearth by means of blasts of air, it would be still more useless to have recourse to ventilators whose duration is merely momentary. By enlarging the opening of the tapers of the old inflators, by diminishing their volume while increasing their capacity, the expense of the moving power and the repairs would be diminished. We are then able to predict, notwithstanding the flattering reports made by the journals, that the application of fanners to blast or reverberating furnaces will be attended with the same unsuccessful results as a similar application to other furnaces was. We shall, consequently, see the fanners exclusively appropriated in the granaries of agriculturists, and used to separate the chaff and the dust from the grain. Applied in this manner, the simplicity of the machine has caused it to be almost generally adopted, and the good sense of our agriculturists has given it so favourable a reception, that no one has yet complained of any inconvenience arising from its use. But its application to furnaces requiring forced currents of air has, in our opinion, always been an error that would be removed by the most simple notions of mechanical and chemical science.



## MINERAL RESOURCES OF PENNSYLVANIA.

(FROM A CORRESPONDENT.)

In your Journal of the 10th ultimo was inserted an extract of a letter from an intelligent and highly respectable correspondent in Pennsylvania, on the progress of the iron manufactures in that flourishing section of the British stock. As many of our countrymen are interested in Pennsylvania loans, and so much unfounded apprehension has been excited as to the safety of these investments—probably by interested parties—I wish to trouble you with a few observations on Governor Porter's late message to the legislature of that State, touching upon these points. Having a deep stake in her continued prosperity, we ought to wish for and lend our aid in the extension of her mineral developments, for all the money borrowed having been expended upon her 1900 miles of railroads and canals, we are rendered secure in receiving our dividends punctually, if a brisk trade in iron and coal (those great sources of income) is kept up. Nor ought we to entertain any jealousy of the increase of her manufacture of so bulky an article as iron; for if, by saving the duty levied on foreign imports, it can be afforded at a cheap rate on the spot, it will be applied to so many new uses, as not only not to interfere with our exports, but to call for greater supplies of British railroad iron, which they admit duty free. We have no faith in the governor's anticipation of manufacturing their own railroad iron, for a long time to come, as they will naturally strive to meet, by home supply, the demand for 120,000 tons of merchant iron, which they now annually import from England (of which 65,000 tons consist of British pig and merchant iron), Russia and Sweden, before they make the more expensive article for railroads; and this deficit will, in all probability, be largely increased, inasmuch as the returning prosperity of the United States, under General Harrison, will require, for a people already possessing some 8000 miles of railroads and canals, and adding half a million annually to their population, an increased supply of iron each year beyond their means of production, unless British skill and capital shall be wisely directed to investments in Pennsylvania coal and iron, which, with the land and timber, can now be occasionally purchased at from 25s. to 30s. per acre in fee. Among the new uses to which the Americans would largely apply iron (and from which they are now necessarily debarred by the high price of the imported article), are iron boats on their 3000 or 4000 miles of canal, and especially steam boats on the Ohio and Mississippi, where the "snags," "planters," and "sawyers" annually demolish scores of their slightly-built wooden steamers. By recent experiments those formidable enemies have been proved harmless against the iron ribs and coats of mail of the two boats lately built at Pittsburgh, but they find that the duty, freight, and charges on foreign iron, and the present high price of the domestic article, alike preclude either coming into competition with wood.

## LESSEES OF MINES IN CORNWALL.

In the House of Lords, on Friday evening, the Earl of Falmouth said he wished to inquire of the noble viscount (Duncannon) what course was intended to be taken with respect to the claims made by the Crown, under the Nullum Tempus Act, to certain submarine workings of mines in the Duchy of Cornwall? Meetings had been held in opposition to these extravagant claims, and the result of those meetings was an address to the Crown, praying that the holders of mines in Cornwall should be placed in the same position as the lessees of Crown property in the other Royal duchies. It had been expected that a bill would have been introduced to settle this matter. No such measure had, however, been brought in; but a species of assurance had been given to the parties interested that no intention existed to revive these obsolete claims. But recently a letter had been received from the solicitor of the Duchy of Cornwall by the proprietor of a rich mine in the west of Cornwall, claiming the submarine minerals as the property of the Crown. The letter stated that the lease of the proprietor had expired in December last, but the Crown was willing to renew it under certain terms, in conformity with its claims. Now, he denied that the minerals so claimed were the property of the Crown, but had been considered, time out of mind, to belong to the individuals in possession.

Viscount DUNCANNON said, that no doubt the letter was written by order of the authorities connected with the Duchy of Cornwall. As to the general bearings of the subject he could say nothing at that moment. He would make inquiries, and take an early opportunity to answer.

On Monday evening, Viscount DUNCANNON said, that in consequence of the question put to him on Friday evening by the noble earl opposite (Falmouth), relative to the leases of certain mines in Cornwall, he had made inquiries on the subject, and he found that notice had been given to the lessees of those mines to which submarine workings were attached, that, on the expiration of their leases, they would not be renewed on the present terms. The question was, whether the minerals below high-water mark were the property of the persons who held the upper soil, without paying any royalty? The opinion of the law officers of the Crown had been taken on the question, and they had decided that the property in the sub-workings was in the Crown, and not in the individuals holding the soil. The consequence was, that proceedings would be taken against the persons to whom the noble earl had formerly alluded, and against others, amongst whom was the noble earl himself.

The Earl of FALMOUTH said, the correspondence which had taken place on this subject, though it did not embrace the whole matter at issue, certainly touched upon the question, whether the property in those mines was to be excluded from the operation of the Limitation Act, which applied in other cases. When he put the question to the noble viscount he thought it necessary to explain generally the circumstances that had taken place, in order that no misunderstanding might arise. The circumstances out of which the correspondence with the authorities connected with the duchy of Cornwall arose occurred some years ago. Objections were then advanced against the extravagant claims put forward on the part of the Crown, and the answer to those representations was, that a bill would be brought into Parliament to settle the claims of the parties in possession. No such bill was introduced, but the persons interested were informed by Sir G. Harrison, that he disapproved of the claims asserted by the Crown, and that he repudiated them on the part of the duchy; but, though he was never inclined to urge those claims, still he would do nothing that might be considered as compromising the rights of the Crown. How stood the fact now? Why, on the introduction of the new laws to the duchy, they found that certain leases had expired, and they proceeded to lay claim to the submarine workings, which had been recognised time out of mind as the property of the individuals in possession. The property now in question belonged to two families, and from it they drew the principal part, if not the whole, of their subsistence. This was the first proceeding that had been taken, after the premises were made which he had stated; this was the first proof given of the benefit to be derived from the stated inhibition of limitation into the management of the affairs of the duchy. What was now in progress was materially connected with what took place on a former occasion. The question simply was, whether long possession was sufficient to confer on an individual a right to retain property which he had held non-vested and undisturbed? By the Nullum Tempus Act, the Crown was barred from claiming after a possession of sixty years. If an individual could prove that he had held the property claimed for more than that duration of time, he made a good title against the Crown. It was endeavored, in the case of Sir John St. Aubyn, but unsuccessfully, to overthrow that doctrine. The principle now sought to be established would not be tolerated in the time of James I., and he did not think that it would succeed now. According to that principle it was no matter how long property might have been in the possession of a family; even if it could be shown that undisturbed possession had been possessed for 300 years, it would avail the possessor nothing. It might be claimed as belonging to the duchy, notwithstanding the time that had elapsed; however, if, without the property of the duchy could not be alienated. Those who were interested in the question had been promised that there was no intention to advance such claims, and he could tell the noble viscount that if it was attempted to carry out those claims in the manner intended, the attempt would be resisted to the uttermost. He (the Earl of Falmouth) was, it appeared, to be the next victim. It was the first he had heard of it, and he should be prepared to oppose, by all proper means, any attempt to take the minerals from his private property. He would say, that if there were any one thing that would be more proper than another in that part of the country in which those mines were situated, it would be the bringing in of a bill to quiet and settle the possession of such property.

Viscount DUNCANNON said, that most of the mines in question had not been worked more than forty years. The noble earl was not in possession of his mines for more than forty years. As the noble earl had previously alluded to the case of two ladies, he (Viscount Duncannon) had no objection, if the noble earl pleased, to try the right with him first.

The Earl of FALMOUTH said, that, generally speaking, private individuals acquired a legal title to property by possession for twenty years. In some instances, that period was extended to thirty, and in others to fifty years. In the case of the Crown, the term was not so much narrowed. But even those possessions for sixty years was a sufficient bar to a claim on the part of the Crown. He held that the minerals in those submarine workings were indisputably his property, because he who possessed an estate, as land of the manor, or otherwise, held it upon a title, upon a claim.

Lord ARDEN inquired whether the claim to the submarine workings was made as a common law right, or as a right of the Crown?

Viscount DUNCANNON answered, that the claim was made to the submarine workings below high-water mark on the part of the duchy as appertaining to the Crown.—Here the conversation ceased.

## IMPROVEMENTS IN THE MANUFACTURE OF IRON.

It having been long the wish of many iron-founders and others connected with the trade in Glasgow, to offer Messrs. Carmichael, engineers, of Dundee, some testimony of their respect for having permitted the free and unrestricted use of the fan-blowing machine, invented by them for cupolas, forges, &c., a subscription was some time ago set on foot, which was readily responded to, and such a sum raised as has enabled the subscribers to provide each of the above gentlemen with a handsome service of plate, bearing suitable inscriptions. The presentation took place on Wednesday night, in the Argyle Hotel, in presence of a numerous and respectable company. The duties of chairman and croupier were very ably discharged by Robert Napier, Esq., of the Vulcan Foundry, and Alexander Baird, Esq., of Gartsherrie Iron-Works. After the usual introductory toasts, the Chairman in proposing the health of Messrs. Carmichael, spoke in the warmest terms of the benefit conferred on the trade by the adoption of this simple, yet effective machine, which was first brought into practical operation by these gentlemen, at their own establishment, about twelve years ago, and shortly afterwards, in the most liberal manner, communicated to the public, so that it soon came into general use, and is now almost universally adopted wherever its benefits have become known, not only in this, but in many foreign countries. Its chief advantages are—cheapness of construction, producing double the quantity of air by the application of the same power as was formerly used, and, the blast being perfectly steady, the metal is much sooner melted, and rendered more soft than under any other process hitherto applied. It has been found equally efficient in blowing smiths' forges. A very material saving is accomplished in the expense of fitting up, and great economy in the space occupied, compared with the old method of blowing by bellows, while the iron being brought to a welding heat, in one-half of the time, a much greater amount of work is done by the same number of hands. During the evening there was laid before the meeting a piece of engine gearing, which created much interest. This was an oblong coupling of malleable iron, beautifully finished by a newly-invented planing machine of a peculiar construction, by the Messrs. Carmichael. The piece was so accurately formed, and so completely finished, as to deceive the ablest engineers around the table, who could scarcely believe that it could have been accomplished without manual labour. It was explained that, by means of this machine, any piece of gearing within six feet long by two feet broad, straight, angular, or circular, and no matter whether open or close at both ends, could be finished with the most minute accuracy. The utility of the invention excited the admiration of Mr. Smith, of Deanston, and other scientific gentlemen present. Due notice was taken of the liberality of the Messrs. Carmichael in this, as well as their other valuable inventions, in freely courting inquiry from the scientific into its merits, and inviting the trade to participate gratuitously in its benefits. In the course of some remarks by Mr. Smith, he called the attention of his mechanical friends to an application of the fan-blast, which he had recently brought into operation at his forge at Deanston. When requiring to weld a piece of heavy gearing, a small branch from the main pipe of the fan, was so placed, as to blow upon the heated iron while upon the anvil, and by this means nearly double the work could be done under the same heat. [We have reason to believe that any of our correspondents wishing for further particulars on the interesting topics noticed in this report, will find Messrs. Carmichael ready and willing to answer such queries that may be addressed them, and, we need hardly add, that our columns will be open at all times to communications of so important a nature, as that of affording information to iron masters and others practically engaged in working iron.]

The evening was spent with the utmost hilarity, and during the whole entertainment the most unanimous and cordial feeling was manifested by all present, and that they were paying a well-merited compliment to two gentlemen, alike esteemed for their private worth as they were distinguished by the useful and ingenious inventions which they had so laudably and freely given to the public.

## MANUFACTURE OF IRON IN NORTH AMERICA.

In reference to an article which appeared in a recent Number of the Journal, a correspondent of the *Monmouthshire Merlin* has furnished the following additional particulars:—In the article alluded to (says the writer) I find rather a mis-statement with regard to the manufacture of iron in North America; it is there conjectured that the exports of iron from this country will be greatly diminished in consequence of the late discoveries of very superior iron ore in Maryland, in the United States. Having myself visited the different works in the State of Maryland, and been personally acquainted with the proprietors of the same, I do not hesitate in offering you the information I from them received. Undoubtedly the iron ore abounds in the State of Maryland to some extent, but certainly it is not of that very superior description one would be led to suppose from the statement referred to. In the works I visited, during my stay in Maryland, the proprietors were invariably very much dissatisfied with the result of their business—indeed, so much so, that they talked of abandoning them entirely; they find it impossible for them to compete with the manufacturers in this country, and thus it will be useless for them to attempt, for so long as the import duty does not exceed the present rate, so long will our manufacturers be enabled to furnish it them at a much lower rate than it can possibly be manufactured by them. Maryland being a slave State, the labour has for the last four years been almost exclusively carried on by the blacks, who, you may not be aware, are unquestionably the most expensive labourers that can be employed. Previously to these mines were worked by Welshmen from the hills of Tredgar—hence the name of the Tredgar Iron-Works is to be found at an extensive establishment near Richmond, in the State of Virginia. The proprietors give it this name, thinking it might induce persons from this part of the country to go there—and many did go there, but few of them were satisfied with the change. They soon perceived the difference between the Tredgar Iron-Works of the States and those of Wales. The wages they received were undoubtedly high, but the great expense of clothing, &c., and more particularly the extra labour required, owing to the incompleteness of the machinery, caused them to be dissatisfied. They found that instead of being able to accomplish all their work by machinery, as they did at Tredgar, they were obliged to have recourse to manual labour. In consequence of this the Welshmen deserted, and they were obliged to employ the unfortunate slaves, who knew but little of such occupation.

## PROGRESS OF MANUFACTURING INDUSTRY ABROAD.

(From the Report of the Commission on the Condition of the Hand-Loom Weavers.)

Twenty-five years of peace have made a vast addition to the capital of our most formidable rivals, the inhabitants of the north-eastern parts of Europe, and of the United States of America. The means of internal communication in America are in many respects superior to our own. We have nothing to compare with their inland navigation, or with their 4000 miles of railroad. Central Europe has made slower advances, but Belgium is already covered by a net-work of railroads; many are completed, and still more are in progress in Germany, and the more improvement in the ordinary roads, which from being among the worst are now among the best in the world, is a change almost as great as that from a good English road to a railroad. In machinery the advance both in America and in Europe is still more remarkable. In 1824 the Americans were considered as thirty years behind us. In 1833 their cotton machinery was in general quite equal to ours, and in the coarser articles superior, so much so that all our recent improvements had come from thence. Such was their progress in nine years. Again, in 1824 France appears to have been the only rival that we feared in machinery. She then supplied Germany and Switzerland, and in a great measure Belgium. In 1833 the machinery in many parts of Germany is described as equally efficient, though not so durable as our own. In 1839, our constant commissioner (Mr. Symonds) found the trade of machine making flourishing both in Switzerland and in Austria, vol. I. p. 113—119, and Belgium had already not only become independent of France, but a formidable rival to Great Britain.

One of the most surprising evidences (says Mr. Symonds) of the progress of manufacturing industry in a country, is the unpopularity that of the number of its machine-making establishments. In these, for example, Belgium surpasses, in proportion to her size and population, every nation in the world; whilst she can hardly be considered permanently second to England in mechanical perfection, when English engineers are at the head of all her establishments, English patents open to her immediate adoption, and English artisans in nearly all her ateliers.

There is but one chance of an obstacle to the career of Belgium in her manufacturing progress of competition with England, and that one her Majesty's Government have recently, no doubt with the best intentions, instructed their minister at Brussels to use his best exertions to remove—exertions which have met with the kindest reception and success on the part of Belgium. I allude to the decreasing stock and increasing price of coal in that country. The following table of its rapid rise in price is extracted from statistical returns:—

	1836.	1837.
Mons. ....	7 <i>l</i> . and 8 <i>l</i> . per ton	12 <i>l</i> . and 13 <i>l</i> . per ton.
Charleroi .....	13 <i>l</i> . and 14 <i>l</i> .	18 <i>l</i> . and 19 <i>l</i> .

Prior to 1836 Mons coal was 8*l*. per ton at the maximum; it has risen in price again since last year, and the Belgian Government have consequently assented to the prayer of the English Government to be allowed to supply them free of duty. A similar favour has been obtained, though not quite to the same extent, in France. It is not for me to discuss the policy of this conduct on our part; all I have to state is, that the manufacturers of Belgium look upon the importation of English coal as a God-send.

## MINING CORRESPONDENCE.

## ENGLISH MINES.

## HOLMBURN MINING COMPANY.

April 26.—I beg to leave to inform you that Hitchen's shaft is sunk to a depth of 53 fm. 5 ft. 6 in.; ground not so favourable for sinking. In the 110 fathom level west, the north part of our lode which has been driven on in about eight inches wide, composed of muddle and spar, with a small proportion of ore; the men here are now set to drive south on a part of the lode, which we anticipate to be in this direction. In the 100 fathom level the lode is still very productive, being eighteen inches wide, and worth 34*l*. per fathom. In the slopes, in back of this level, the lode is sixteen inches wide, and worth 30*l*. per fathom. The lode in the ninety fathom level west is improved, being at present sixteen inches wide, and worth 34*l*. per fathom. The rise, in the back of the eighty fathom level, against Hitchen's shaft, is 4 fm. 3 ft. above the level; ground, at present, hard. The lode in this level, east of Wall's shaft, is two feet wide, composed chiefly of muddle and spar. The lode in the eastern slopes, in the back of this level, is fifteen inches wide, and worth 18*l*. per fathom. In the western slopes, in back of the same level, no lode taken down during the past week. The lode in the seventy fathom level, eastern slopes, is eighteen inches wide, and worth 27*l*. per fathom. The lode in the western slopes, in back of ditto, is eighteen inches wide, and worth about 24*l*. per fathom. In the seventy fathom level, east of Wall's shaft, on the Pinjash lode, no lode has yet been taken down. The cross-cut to Hitchen's shaft, at the sixty fathom level, and rise in back of ditto, against Hray's shaft, are without important alteration. The tribute pitches are still looking favourable. We expect to sample on Friday, the 30th inst., about 210 tons of fair quality ore. F. PHILLIPS.

## TARTOIL MINING COMPANY.

April 26.—The lode in the engine-shaft, sinking under the forty fathom level, is two and a half feet wide, producing ore in good ground; we shall not be able to sink for a fortnight, having to alter the pitwork, and to do other necessary work, preparatory to sinking; the shaft is down about nine feet under the forty. The lode in the forty fathom level, west of the engine-shaft, is nine inches wide, unproductive, similar to the level above; we are not yet arrived under the ore ground here. The lode in the forty fathom level, east of engine-shaft, is fifteen inches wide, tribute ground. The lode in the rise, in the back of the thirty fathom level, is nine inches wide, tribute ground. The lode in the twenty fathom level, east of Williams's shaft, is six inches wide, tribute ground. The lode in the rise, in the back of the ten fathom level, east of Williams's shaft, is one foot wide, good tribute ground. Tregellas's lode driving east, at the adit level, is three feet wide, very kindly; on the north part is a leader about four inches wide, which is producing good ore, and on the south part, about a foot wide is producing spots of ore. This lode will set on tribute. The part we are driving on the Mine Park lode, at the same level, is fifteen inches wide, producing a small quantity of ore. H. WILLIAMS. J. MORCOM.

## GREAT WHEAL CHARLOTTE MINING COMPANY.

April 26.—We have had a very good branch of ore, twenty inches wide, in the part of the lode in which we are driving at the seventy-two west, and the ground is moderate—we are giving 7*l*. per fathom for it. The other part of the lode which we are leaving to the south of us is large, and will, I have no doubt, turn out a great deal of ore when we take it away, which we shall be able to do at a cheap rate, when the level has advanced sufficiently to allow us to employ more men in this place. The mine sinking under the sixty-two, which is about thirty fathoms further west than the present end of the seventy-two, is much improved, and will, I have no doubt, lay open some good ore ground. The slopes continue to turn out very well—those east of the shaft are considerably improved. The bottom levels (i. e., eighty-two fathom level) have not been driven a sufficient distance since I last wrote, to admit of any alteration in their appearance, as the water has been in them so long, in consequence of the defective state of the boilers, but as the mischief is repaired, and the engine is now working steadily again, having cleared the mine of water, I hope to see good progress made in them. We have been clearing through some of the old workings, at the adit level, from Williams's shaft lately, at the suggestion of some tributers who knew the mine when it first was worked, and have met with a branch of ore of very good quality. We cannot yet judge what extent of whole ground we may find in this place, but hope there may be enough to pay us well for searching for it. I am on the look out for a good boiler of about ten tons, which we are in want of.

## WEST WHEAL JEWEL MINING ASSOCIATION.

April 26.—The ground in Buckingham's shaft continues hard. The fifty-seven east, on the south branch, is much improved in size in the past week, and is now nine inches wide, containing good stones of yellow ore. The fifty-seven Cross-cut North—We have cut Wheal Jewel lode, on the eastern side of the cross-course; we can only say it for about two feet in height, but we are happy to say it is of a most promising character, from twelve to eighteen inches wide, containing good stones of grey ore. The Forty-two East, on Wheal Jewel Lode—We expect to cut on the eastern side of the little cross-course shortly. The thirty west, on the south lode, is improved in the past week, and we are inclined to think, from its appearance, that it is a continuation of the bunch of ore gone down in the bottom of the level above. Other parts of the mine much as last reported. The rise in the back of adit, on Wheal Jewel lode, continues worth 30*l*. per fathom. STEPHEN LEAN.

## WHEAL LERDS MINING COMPANY.

April 24.—The Fifty fathom Level East—Lode 2 ft. 6 in. wide, with good stones of yellow ore—very promising. Sixty fathom Level East—Lode 10 ft. wide, with a cross branch of granite. Slopes in back of said Level—Lode one foot wide, producing one ton and a half of ore per fathom. The mine in bottom of sixty fathom level east is commenced; the men who were employed in sinking the mine will commence stopping bottom of sixty fathom level on Tuesday. Fifty fathom Level East—No lode taken down. Cross-cut at Forty fathom Level—Ground improved, and very wet; I think we are not far off the lode. The pitches to-day are looking well, and, as a matter of course, the tributers are very diligent. C. H. RICHARDS.

## TRELEIGH CONSOLIDATED MINING COMPANY.

April 24.—We have an increase of water in our bottom levels, both at Christie and Good Fortune, and have nothing new to report upon them. In the sixty fathom level west the lode is four feet wide, all saving work to dress. The fifty west is four feet wide, composed of beautiful spar and hard yellow ore, worth from 10*l*. to 12*l*. per fathom. The fifty east is but little altered since my last; the lode is improving. Good Fortune shaft presents a favourable appearance; in sinking, the lode is looking well, worth from 12*l*. to 14*l*. per fathom. The thirty four and twenty fathom levels continue unaltered. W. SINGOCK.

## UNITED WILLS MINING COMPANY.

April 21.—Adit East—Lode about three feet wide, producing but little ore. Adit East West—Still cross-cutting south at the level. Ten fathom Level—There is an alteration in this end since last reported. Twenty fathom Level—Lode eighteen inches wide, with stones of ore. Thirty fathom Level—Lode three feet wide, twenty inches on the north part good for ore. Thirty-six fathom Level—Lode four feet wide, a little improved for ore since last work. Forty fathom Level—Lode four feet wide, producing some ore, much corrupted with muddle. Fifty fathom Level, east of Williams's—Three feet wide, coarse in quality—West of ditto—Lode four feet wide, two feet of which is good ore. Sixty fathom Level—In the eastern end of this level the lode is large, eighteen inches good ore. Western Road—Lode four feet wide, with a kindly appearance. C. PHILLIPS.

## BARNWOOD CONSOLIDATED MINING COMPANY.

April 21.—We have this day held the meeting for May. The engine shaft is sunk about three fathoms below the fifty fathom level; the ground is very moderate for sinking—we have given 10*l*. 10*l*. per fathom. In the past month we have altered the bottom, from the thirty to the fifty fathom level, from a dipping to a plunging lift, consequently, the company have been employed only a portion of the month in sinking the shaft; all, however, is now made right, and the pump will be down very speedily to a sixty fathom level. The ground in the fifty fathom level cross-cut is of a soft bluish nature; we have given 7*l*. per fathom, and have driven the shaft from six to seven fathoms. At the forty fathom level going east the lode is not yet improved; it is of a stony substance, about one foot wide, carrying a regular quantity







**IMPORTANCE DISCOVERY OF COAL.—**STRAN NAVIGATION BETWEEN ENGLAND AND AUSTRALIA.—On the 22d inst. an interesting paper was read from Captain M. Cormick, R.N., before the Royal Philosophical Society, on the geology of New Zealand's Land, in long. 67 east, and lat. 48 or 49 south, which is situated near midway between the Cape of Good Hope and Australia, wherein he announces the discovery of coal in this island, and which acquires great importance from the circumstances of its being favourable to the promotion of steam navigation between England and that distant country.

[On this last we propose collecting such persons on our system. In the case of some and other Journals, having released to the public our instruments in raising capitalism at home and abroad. It is hardly necessary to observe, that we must not be considered to admit the correctness of the information conveyed, which, in too many instances, require cautious investigation—the magazine or, mentions of parties in some instances, and the want of honesty in others, throwing a degree of reasonableness on a Journal in giving publicity to reports, which we do not intend taking upon ourselves.]

**SARK SILVER MINES.**—We derive the following information from a respectable source at Garmery :—The existence of a silver mine, likely to be productive, in the Island of Sark, appears to be no longer a matter of doubt. In addition to the high opinion entertained by every experienced person who has inspected the Sark Mines, we have with much pleasure read the report of W. J. Hewwood, Esq., F.R.S., and Her Majesty's underground mine surveyor in the Duchy of Cornwall, in which he gives a most satisfactory and encouraging account of the undertaking, and which has since been confirmed by the discovery of silver ore in the forty fathom level (the greatest depth yet attained), producing 630 oz. of fine silver to the ton of ore. It appears the ore improves both in quality and quantity as the works descend, and although the greatest depth at present attained compared to other mines is but very trifling, upwards of 15,000 oz. of silver have been raised, besides many tons of lead. There is a silver mine now working in Brittany which has been producing a profit of 50,000*l.* per annum for some time past, the characters of which are known to resemble that of Sark; and from the direction it bears is not unlikely to be a continuation of the same vein, an mineral veins have been traced to a much greater distance than that between Sark and Brittany. Mr. Hewwood also speaks favourably of the Heron Copper Mines—an undertaking which we understand is about to be carried on with increased vigour. As the prosperity of both these undertakings will be of great importance to the Channel Islands, as well as to the proprietors, we hope the operations will continue to be crowned with success.—*Jersey Times.*

**Fearful Explosion in a Coal-pit at Newton, near Wakefield.**—On Tuesday last, one of these fearful accidents so lamentably frequent in coal-districts, and which generally have their origin in the negligence or fool-hardiness of the miners and others employed in the operative departments, took place in the village of Newton, adjoining Wakefield, at the pit of Messrs. D. Miah, Elthwaite and Co. There were two explosions of foul air, the second following the first within the space of a minute, and the shocks were so loud and vivid that they were heard and felt at a great distance. At the pit itself, much serious damage was done, but to what extent has not yet been ascertained; one man, Benjamin Hough, through whose negligence the catastrophe is supposed to have happened, lost his life upon the spot, at the entrance of the shaft; fortunately there were only a man and a boy at work within the pit, and they had the extraordinary good luck to escape unhurt; they of course heard the explosions, but felt none of the effects, the rush of air tending naturally towards the shaft, and the scene of their labour being about 300 yards from the bottom of the shaft. Some of the works extend

**Phosphorus Iron Works.**—As P. Kim (a miner) was at work in a level with his son, a boy about twelve years of age, a mass of stone was suddenly disengaged and fell upon him in such a manner that his head was completely separated from his body; his son, who was at work close to him, was also struck by the stone, and received a severe hurt, but fortunately escaped with his life.

very far from the spot where the explosion took place. Some of the bodies were dreadfully burnt, and others were severely crushed; they had died from the effects of the "after-damp," which had overtaken several as they were making for the shaft, stretching their lifeless on the floor as it rushed over them. One fine young man was found beneath an enormous stone which had been dislodged from the roof by the force of the blast; he was literally crushed out of the human form, and the mangled mass rest up in a coffin. One poor fellow had taken time to put on his children, and had stuffed his pockets with his watch when he left the after-damp coming upon him. On Sunday afternoon an old gateway was subsequently found all in a part of the pit lying to the east, where the men were working, was crumpled up, because the after-damp had lost its usual gateway before it reached that part of the mine. The poor animal was looked upon as one that had been run up for lost, and a supply of oats and hay was immediately sent down to it. At two o'clock on Wednesday afternoon three were still taken of the mine, which had not been found, but the men were eagerly searching for them, and, as a proof that with regard to these there was no room for hope, their bodies were waiting them at the pit shaft. Two out of the three were got on Thursday morning, and on Thursday afternoon, during the frequent, the rest of the sufferers were found, and brought away to his domestic home. As the origin of this calamitous event, pulling curious one over his head—this, as in almost every case of a like nature, the cause of the accident in

in shaverly, from the fact, that those who alone could have furnished a clue to it, shared in the general destruction. It is, however, reported, after a close inspection of the workings, that it has been caused by a explosion of a poor little fellow, a trapeze, very nice piece of apparatus named Camper, who had the charge of one of the three doors, which were so great distance from each other. It is conjectured that he had propped a door open and went to play with other two of his companions, also trapeze, dipping, while the centre of the air was exhausted, and the gas accumulated to such a degree as to explode on the castle of a pouter, named Camper, coming in contact with it. An inquest has been held on the bodies, and verdict of "Accidental death, occasioned by the explosion of hydrogen gas," returned. The military had been told off for a number of years, in consequence of the state of mind having been wrought out. It was commenced in a few months ago by the opening out of a new mine, called the "Dragon mine," about thirty inches lower down, which is the same now working at Watford Colliery. "That this and catastrophe was the result of some defect, there can be little doubt."

*Fatal Accident from the Bursting of a Boiler.—Caution to Engineers.*—On Friday, the 9th ult., the boiler of one of the locomotive engines, plying between Tredegar and Newport, and belonging to Messrs. Harford, Davies and Co., of Ebbw Vale Iron Works, burst when passing the Tredegar furnace, and instantly killed the engine-man, who was standing before the fire-place, and severely smothered another person who was standing with him at the time. The unfortunate deceased, whose name was Morris, had worked down the safety valve of the engine, with the view of getting up sufficient steam to take the load up the incline plane, leading to Sifney Works, at once, instead of performing two journeys as usual. The boiler, although of a very superior description, could not bear the additional pressure, which was supposed from the time to have attained about 700 lbs. on the square inch, burst into the fire-place, and blew the tender backward, tearing the back member of an inch and a half in diameter, which connected it to the engine. The reaction of the steam jerked the whole body of the engine forward the almost incredible distance of fifty yards, clear of the ground, testifying too plainly the enormous pressure which had thus madly been got up, and a melancholy warning to others, who almost daily jeopardize their lives in a similar manner.

**JOHN WILLIAMS, ESQ., OF SCORRYE HODGE.**—We have this week to record the death of this respected gentleman, which took place at Sandhill, near Ollington, on Saturday week, in the eighty-ninth year of his age, who for more than half a century was distinguished by the spirit and enterprise with which he originated, and conducted to a prosperous issue, the numerous mining and commercial enterprises with which he was associated. Mr. Williams was indeed one of the most remarkable men of his time. In his hands mining was moulded to an order and system previously unknown; and by the minute practical knowledge which he brought to bear on his operations, and the mechanical skill he pressed into its service, elevated it from the level of blind speculation to the rank of a science. His manufacturing industry during the last forty years he acquired much celebrity as a scientific miner, and was alike distinguished for his enterprising spirit and his successful adventures. His adventures were carried beyond the confines of Cornwall, and displayed the ardour of his spirit in Devonshire and Wales; indeed, the variety and extent of Mr. Williams's speculations, together with the immense wealth they yielded, could not but confer on him a very high degree of personal consideration. But by no quality was he more distinguished than the simplicity of his manners, and the mild, unassuming, dignity with which he bore the honours of fortune. Equally remote from the familiarity which compromises self-respect, on the one hand, and from the "insouciance of condescension" on the other, he conciliated by his frankness and urbanity the esteem—may we not say veneration?—of all with whom he had intercourse. Thousands who peruse this notice will read in the testimony of their own feelings a more eloquent tribute to his worth than can be given by the pen of the biographer or the chisel of the sculptor. The hearts which his kindness has gladdened, the homes his charity has blessed, the thousand living memorials of his unobtrusive but diffusive benevolence—these are the epitaphs which best record his virtues, and sanctify his memory. Animated throughout his life by a deeply religious feeling, and rewarded by Providence with a length of days which seemed singularly in keeping with the patriarchal virtues of his character, he was supported in his declining age by the consolation of that faith which had guided him through his earthly pilgrimage, and which cheered him, when sinking into the grave, with the inspiring hope of a happy immortality.

Tuesday, April 27.

INSOLVENTS.

April 26.—William Clark, Wolf street, Hackney, grocer.  
 JN.—John Noble and Joseph Pross, Leinster and Munster, builders.  
 BANKRUPTS.

J. Madder and G. Hooke, Watling street, warehousemen. [Hardwick and Co., Canton-street.]

R. Gowing, Bridge-st., Westminster, milliner. [Shuter, Milbank-st., Westminster.]

J. Page, St. Albans, Hertfordshire, auctioneer. [Noble and Co., Charles-street, Covent-garden.]

J. Hetherington, King's Arms yard, Whitechapel iron warehouse. [Tanner, New St. Leonard-st., London.]

G. L. Thomas, Southminster-street, Oxford-street, optician. [Pain and Co. Great Northampton-street.] [Pall mall.]

W. Knott, Swallow-street, St. James's, wine importer. [Garrard, South-street.]

J. Hayward, Manchester, bookbinder. [Fryman and Co., Coleman-street.]

J. Gifford, Newport, Hampshire, grocer. [Hicks and Co., Bartlett's buildings.]

R. Twiss, Liverpool, bookbinder. [Payne and Co., Bedford-row.]

M. Thewlis, Manchester, oil merchant. [Wood, 8, Bond court house, Watford.]

E. Wright, Manchester, commission agent. [Makin and Co., Elm-court.]

R. Butler, Stockton-upon-Tees, grocer. [Smithson and Co., Southampton-bldg.]

J. Eastwood, Halifax, Yorkshire, bookkeeper. [Emmett and Co., Birmingham.]

G. Worthington, Baghill, Flintshire, and Liverpool, commission lawyer. [Taylor and Co., Dublin-st.]

J. James, Ross, Northampton, grocer. [Park and Co., Essex-street, Strand.]

J. Aspley, Leicester, coal, gas, and grocer. [Brewster and Hich, Chancery-lane.]

R. Handley, Rushmore, Leicestershire, land agent. [Johnson and Co., Temple.]

T. Day and F. Aspley, Chislehurst, Middlesex, paper manufacturers. [Price and Butler, Lincoln's Inn.]

J. Lurr, jun., Liverpool, tailor. [Cromptwell, Broad-st., Docton's commission.]

E. Banks, Birmingham, button maker. [Chaplin, Gray's Inn square.]

R. Hancock, Handford Forest, Leicestershire, pianoforte maker. [Bliss, 5, Southampton-buildings.]

R. Southern, Birmingham, gun maker. [Chilren and Arnold, Chancery-lane.]

W. Martin, London, Mercer, Leicester, inn-keeper. [Chilren's Co., Chancery-lane.]

W. Lloyd, Harwich, wine merchant. [Gordon, Finsbury-square.]

F. Carr, J. J. Robinson, and G. Bell, Leeds, dress and spencers. [Wignall, Whitehead, and Graddick, Gray's Inn square.]

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May 10, L. R. Root, Marshall street, Union-square, parson—4, W. G. White, Rose, Vashburne, Innes—20, F. Miller, Stockholm-square, parson, (barber, draper, L. Cooper and H. Case, Newmarket, cotton manufacturer—24, B. Light, Union-square, fruit, grocer—5, Wood, Northampton, Innes—40, J. Webster and S. Brown, Liverpool, fringe manufacturer—June 8, R. Brewster, Manchester, hat and millinery.

**Friday, April 30.**

**INSOLVENTS.**

April 27—Henry and John Withing, Lead in wall, wool merchants, Henry Withing, 100 North Fifth, Bowling, book seller.

**HANDWRITERS.**

Joseph Hobbins, Westminster, Staffordshire, dyer, printer.

John Uke and James Byrne, Newham, Cheshire, ironfounders.

**HANDWRITERS.**

C. Dunell the younger, Talbot Inn-yard, St. Albans, long merchant, (Barker and Rose, North-west.)

A. Ramsey, High Wycombe, Buckinghamshire, money outturner, (Gos. Pinner's Mill Wall, Mark Lane, wine merchant.) (Winstan, Queen-street, Cheshire.)

John Stone, King's road, Chelsea, Gard. (Fawcett, Arwin-street, Croydon.)

B. Bates, Great wall, grocer. (Shipton and Child, Ascutella.)

F. Lefkovic, Watlington, Lancashire, watchmaker. (Morris and Co., Bartholomew-street, W. Bates, Wigan, Shropshire, ironfounder. (White and Co., North-west.)

L. Lewis, 10, Great New York, London. (Pritchard and Co., King's-road.)

W. Smith, Bristol, joiner. (In late and Co., Birmingham.)

F. Currier, Watford, Wiltshire, ironfounder. (Fredderick, South-street, Glasgow.)

F. Orr, Kingston-on-Thames, Wiltshire, joiner. (Chapman, Bedford-row.)

Benjamin, Cambridge, miller. (Ravenscroft, Guildford street, Russell-square.)

F. Bus, Canterbury, dealer. (Wark's, Cecil's court, Lincoln's Inn.)

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**IMPORTANT DISCOVERY OF COAL.—STEAM NAVIGATION BETWEEN ENGLAND AND AUSTRALIA.**—On the 22d inst. an interesting party was sent from Captain M. Combes, R.N., before the Royal Philosophical Society, on the geology of New Zealand's Land, in long. 67 east, and lat. 43 south, which is situated near midway between the Cape of Good Hope and Australia, whence he announces the discovery of coal in this spot, and which acquires great importance from the circumstances of its being favourable to the promotion of steam navigation between England and that distant country.

viewed in obscurity, on the fact, that those who alone could have found a ripe fit, stayed in the general destination. It is, however, agreed, that a close inspection of the workings, that it has been caused by a violent of a poor little fellow, a trapper, only about years of age, named Camp, who had the charge of one of the three draws, which were on great distance from each other. It is mentioned that he had thrown down upon and gone to play with other two of his companions, this trap, a spring which the corner of the air was obstructed, and the gas accumulated to such a degree as to explode on the inside of a partition, named Camp, coming in contact with it. An inquiry has been held on the matter, and result of "Antidotal death, momentary by the explosion of hydrogen gas," is returned. The colliery had been told off for a number of years, in connection of the owner of coal having been wrought out. It was accompanied by a few months ago by the opening out of a new mine, called the "Broom mine," about thirty yards from the draw, which in the same year was at Wilford Colliery. That this and other things was the result of some accident. There can, we think, be no doubt, the result was inevitable, as men-

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